

SAIGON BASE  
MONTHLY REPORT  
JUNE 1970

I. GENERAL

1. Total block time for June was 5588 hours as compared with 5825 hours in May and 5811 hours in April 1970.

2. The security condition in Saigon remains "stable". There were several student demonstrations to establish peace in Vietnam plus several other obscure issues of government controls and school administration. They did not reach the violent proportions of those routinely experienced in the USA. The veterans manifested dissent by constructing market stalls on public property along several boulevards in downtown Saigon which degraded the environment and disrupted the orderly conduct of business and traffic in these areas. The veterans were complaining about the lack of veterans benefits. After several days of strong persuasion by the police, the veterans agreed to dismantle their stalls. At the moment, all is calm in Saigon.

3. Labor conditions: Because of the cutback in labor strength at Thu Duc due to the take-over by RVN from USAID of extensive warehousing facilities, there was a threat of a General Sympathy Strike with employees of Esso, Caltex, Shell and several lesser companies participating. The general strike, due to government controls and lower wages never "got off the ground". It is gratifying to note that AAM employees never considered the possibility of participation.

4. BM Saigon returned from 35 days annual leave in the Z.I. to find that SOM Parrish had done an excellent job of filling in as Acting BM during his absence. Meanwhile our management-level manning is sagging due to accrued leave which must be liquidated. Boyd Mesecher (MTS) is on four months leave (1 May through 31 August). SZ DAD Cambre is on four months leave (11 July through 17 October 1970). MF/RW Hitchman will be on leave 20 July through 30 Sept. PM, Frank Nihill is on leave 13 July through 8 August. ADSAFE George Keller will be on leave 20 July through 8 Sept. Al Harris (Assistant to SOM Parrish) is on leave 25 June through 30 July. Other absences on leave of lower levels of supervision result in very thin management manning in SVN, however, the "second team" seems to be carrying the load quite well.

5. Air Cambodia is operating in and out of Saigon carrying well-dressed "refugees" on a non-scheduled basis four to six days a week.

With the exception of a few intransit passengers to Singapore, the outbound passenger manifest is almost negative.

6. We have performed a number 2 service and major clean-up of VTB N3728G in anticipation of transfer to UTH. Meanwhile it is being kept in service under VN-70 Contract. After transfer, 28G will be replaced on VN-70 Contract by VTB N9838Z now in temporary storage.

7. It is apparent we are about to "overrun" AR #8320 for the Danang hostel by approximately US\$1700.00 due to the discontinuance of NSA supply support and per diem costs for TCS personnel from GMD SGN to perform the work. This was an oversight on our part. In any event an existing AR #2255 to upgrade SZ DAD quarters, which will now become part of the hostel facilities, was withheld from further work due change in programming and is more than adequate to provide funding for the total Danang hostel project which includes the existing hostel plus SZ quarters which are being converted to additional hostel facilities under the cited Appropriation Requests.

8. As of 8 July 1970, Continental Air Services has operated the following fleet in SVN :

C-47	8
DO-28	2
Skyvan	1
Beech Baron	6
H-18 Super Beech	<u>1</u>
Total	18

## II. CUSTOMER RELATIONS

Have reached an all time high. There are no known areas of misunderstanding or question involving AAM Operations.

## III. FACILITIES DEVELOPMENT

In the area of facilities development it appears there is very little left to be accomplished to achieve a completely efficient configuration:

- (1) AR 2438 - Concrete Drainage Ditch and Concrete Pavement DAD. This project is 60% complete and progressing on schedule.
- (2) AR 2422 - Renovation of Operations Building Saigon. Contract has been signed. Work should commence in late July.
- (3) AR 2449 - Saigon Terminal Parking Apron. Out for bid. Expect to get this project moving soon.

- (4) Project 6702 - 204B touchdown Pads SGN. Form F has been submitted for Customer consideration. We will continue to exert pressure on this project but at the moment it does not look very hopeful.

#### IV. GENERAL AFFAIRS (Unreported)

##### V. FISCAL

Saigon Base Accounting was moved into new offices located on the second floor of the RMD Maintenance building south side of Hangar #1.

The station allowance increase for American [REDACTED] employees was reflected on the June pay slips and was retroactive from April 1, 1970. The adjustment for [REDACTED] personnel are being made now and will be reflected in next month's report.

The station allowance increase for American and TCN personnel has tended to tone down the hard feelings of ground personnel, but the general opinion is that ground personnel should receive other benefits the pilots received. Such other benefits being increased weight allowance for personnel effects, better insurance coverage and family relocation per diem.

##### VI. MEDICAL

Number of sick call: 1269

Accidents: 30

Hospitalized sick call : 1 died

Unhospitalized accident: 30

Hospitalized accident: None

Outcalls: 3

Physical examination : 34

Sick leaves: 211

##### VII. PERSONNEL

Apart from routine activities, [REDACTED] spent a week in Taiwan escorting three RVN Government Officials (from the Ministries of Labor and Education) on a tour of Company facilities. The Officials came away extremely impressed with the facilities and our training programs, and this public relations effort should aid us considerably in future dealings with the government (especially with respect to securing Work Permits for our TCNs).

Our Vietnamese employees declined to participate in either of the month's general strikes, the second of which ultimately involved over 100,000 workers. This non-participation is a fine tribute indeed to our management - employee relations at all levels.

The piastre is being traded on the open market at approximately VN\$ 370 to US\$1.

Personnel Strength - Saigon Base

Classif.	[REDACTED]								Total	
Permanent	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>
	37	128	123	13	135	2	8	3	303	146

[REDACTED]								Total	
<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>
489*	11*	2		2		1*		797	157

Temporary: [REDACTED] 1

Pre-processed: GRD 15 [REDACTED] FLT 2 [REDACTED]

(*)	[REDACTED]	Ground Personnel	813
(**)	[REDACTED]	Flight Personnel	<u>159</u>
(@)	[REDACTED]	Total	972

#### Danang Sub-Base

Classif.	[REDACTED]								Total	
Permanent	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>
	3		13		18		68		102	

Pre-processed

2

Ground Personnel	104
Flight Personnel	<u>0</u>
Total	104

#### Nha Trang Sub-Base

Classif.	[REDACTED]								Total	
Permanent	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>	<u>GRD</u>	<u>FLT</u>
	3		8		22		56		89	

Pre-processed

1

Ground Personnel	90
Flight Personnel	<u>0</u>
Total	90

#### Can Tho Sub-Base

Classif.	[REDACTED]				Total	
Permanent	<u>GRD</u>		<u>GRD</u>		<u>GRD</u>	
	1		10		3	14

Total Ground Personnel 14

#### HOSTEL OCCUPANCY

During the month of June, only three Certificates of "non-availability of company furnished accommodations" were issued.

## VIII. TECHNICAL SERVICES

1. Overall activities in SVN Stations were lower than that of recent months. The reduced activity was a fairly direct reflection of the 4.7 percent drop in overall flying.

The rainy season has brought its usual problems of productive time losses, interruptions of communications and aircraft ignition systems breakdown. Power interruptions have been less than in previous years.

Preparations for the implementation of the new Skilled Labor Cost Accounting System required a lot of attention and training time by all employees; particularly Supervisory.

Facilities improvements at SGN included the completion of the Accounting offices and movement of the accounting personnel to the RMD Shops Building. The completion of a walkway from the hangar to the terminal has contributed the safety of personnel by reducing pedestrian traffic on the aircraft ramp. Concreting of the Danang terminal/hangar area is well underway. This project, as well as the Danang Hostel renovation has required considerable time and attention from GMD

### 2. Aircraft Maintenance - Fixed Wing

As a result of a decrease in total number of aircraft departures and arrivals, the general activity declined. Routine maintenance comprised the major portion of the workload.

3. Rotary Wing - June workload was average until the last week; one number two service was performed at VO3, eight at VO1, one number three A at VO1, two engine hot section inspections, and three engine changes.

Flying time for the month was down somewhat to about 980 as compared with the previous three month of 1050.

4. Shops - The overall workload for the early part of June was routine but turned heavy toward the last part due to a PC-6 and a helicopter No. 4 service.

The Shops Equipment Shop has placed increased effort in reworking and marking VTB seats on a fleet basis.

5. Planning - S/PLNG has made a tour to VCA, DAD and NHA this month giving training classes to the Technical Services personnel. Training classes for RMD and RGMD personnel in SGN Base were held at the same time by S/TT, SGN

6. General Maintenance - AR 2421, relocation of offices is well along. AR 2422, renovation of the Operations building, the contract was signed with A&M Enterprise. AR 2438, Concrete Paving in DaNang was started this month. AR 8320, Renovation of the Hostel in DaNang begun on 24

June, this is being accomplished by in-house labor.

7. Building and Grounds Maintenance: The grass plots in front of the Cafeteria were reworked and seeded with grass seeds obtained from HongKong. However the seeds were received with zero germination.

8. Communications Maintenance - We were more concerned during the month with the cables for teletypes and telephones which gave us more delays on traffic than the equipment to which they are connected.

Teletype circuits and Maintenance: Most of the troubles were due to bad cables. If there is a heavy down pour in one day, the following day TTY circuits are all in bad shape including telephone trunk lines. It takes two, three or four days before the circuits are restored to normal. The Creed TTY circuit on the sending side was out twelve days because of defective lines. Cable trouble is also true with CCR-CAT TTY circuits this time of the year.

Transmitters' Maintenance: We encountered trouble with our daytime 34-A HF transmitter. The 30-volt rectox rectifiers developed leakage which brought down the 30-volt control voltage to only 20 volts.

9. Technical Training - Courses completed: Supervisor management, 204B maintenance. The SGN-line Service Mechanic course has been delayed due to the poor response of the Vietnamese to Air America's "Help wanted ads".

Shipping/Receiving activities experienced a slightly decrease.

Procurement section experienced a little smaller number of transactions than May. A total of 210 line items of commodities were purchased from the local market this month. Total value of commodities purchased from Saigon/Cholon market amounted to VN\$658,204.00.

Since the Naval Support Activity (NSA) in DAD has been deactivated on 14 June 70, Procurement switched its sources to HKG and local vendors for certain items. This entailed a somewhat slower procedure and more careful approach to buying. The sometimes wide range of qualities, prices and local problems have significantly added to the workload, when compared to the relatively simpler NSA operation. Negotiations to open an account with the U.S. Army Vietnam are still being carried on.

10. Customs. Surface vessel shipments are becoming more complicated as the customs requirements for documentation has been increased. On re-exportations, the temporary import documents must be furnished. This requirement can be easily filled on large equipment or vehicles.

X. OPERATIONS

1. Flight Time Report (See attachment A)
2. Ground Fire Incidents Report (See attachment B)
3. Accident reports

<u>Date</u>	<u>A/C Type/No.</u>	<u>Location</u>	<u>Remarks</u>
09	VTB/N6154U	V-11, SVN	During operation at V-11 number 3 blade sustained a nick approximately 1 inch deep, believed from a piece of small rock.
13	204B/N1304X	V-69, SVN	During post flight inspection noted a 1/2" hole in the leading edge of the tail rotor blade. The result of hostile action.

4. Flying Safety

No accidents or incidents since 2 January 1970.

5. Ground Transportation

Aggregate microbusses mileage	25071 km
Microbusses down-time	335 hrs 32'
Microbusses passengers carried	3234 pax
Isuzu bus mileage	6009 km
Isuzu bus down time	55 hrs 54'
Isuzu bus pax carried	10290 pax
Supply vehicle mileage	2946 km
Supply vehicle down-time	22 hrs 50'

6. Flying

Our time and most of our efforts were primarily concerned with DHCA/L851 and pilot requirements for same, Captains Broussard, Parker and McCauley and the over-temp of VTB N7770B.

Caribou B-851 arrived and was put to work by the customer shortly after it arrived. Because of the "B" registry there has been some difficulty in setting up proper crew manning in the program. The problem appears to be resolved on a temporary basis by cross training pilots. Presumably the Bid System will provide a final solution. Meanwhile the pilots in this program are "maxing" the time limit.

Investigation, coordination, termination and the hearings concerning Broussard and Parker definitely took a disproportionate amount of the month's time. The biggest single problem in this and similar cases is the involvement of FEPA and the AAM Agreement. Since FEPA benefits from the continuous services of a trained attorney, the odds are somewhat stacked in their favor when MFD is forced to present the prosecution side of a case without professional or trained legal help.

MFD visited Danang facilities. The most notable finding was the water which is taken from the well on the premises is grossly contaminated.

The Nhatrang quarters seem to be in good shape except the lack of air conditioners which are definite necessities for our crews to get adequate

rest while on RON. A steady stream of complaints has been produced by this one shortage.

Crews lockers are now available in Saigon and are being issued.

And another month accident free.

XI. TRAFFIC/AAM

	<u>May</u>	<u>June</u>
Passengers departure SGN (all contracts)	5,414	5,432
Passengers arrival SGN (all contracts)	6,092	6,231
Outbound cargo SGN	81,608	146,640
Inbound cargo SGN	70,754	70,700

TRAFFIC/USAID

		Cargo (including AF Caribou A/C)
	<u>May</u>	<u>June</u>
Outbound (lbs) SGN	1,893,269	800,054
Inbound (lbs) SGN	364,518	392,621

E.J. Theisen

SAIGON BASE FLIGHT TIME REPORT

- JUNE 1970 -

1. Contract 7001 -

<u>A/C No.</u>	<u>Revenue</u>		<u>Non-Revenue</u>	
	<u>Block Time</u>	<u>Flight Time</u>	<u>Block Time</u>	<u>Flight Time</u>
N67984	156+08	134+37		
N67985	195+19	160+31	3+50	3+28
B928	71+38	56+45	1+52	1+36
B910	79+32	66+31	2+47	2+20
B912	120+49	102+33	3+34	2+48
6147	54+22	43+43	3+00	2+25
8084	58+55	47+07		
5559	120+50	104+22		
5994	108+39	89+07	10+52	9+20
B829	83+25	67+46	20+16	18+48
N539Y	159+42	139+16	4+25	3+40
N544Y	144+48	115+25	5+47	4+43
B851	44+22	36+28	3+52	2+56
N9518Z	129+27	110+06	1+40	0+52
N6154U	30+25	25+53		
N9956Z	124+34	107+21		
N7770B	61+14	52+19	2+20	1+38
N9577Z	1+20	0+49	11+46	9+19
N3674G	77+15	65+47		
N91295	76+30	67+01		
N3728C	103+19	89+51	1+20	1+05
N7695C	74+18	62+57		
N180K	94+54	83+51		
N285L	115+41	100+30		
N391R	56+09	49+47		
N394R	87+42	73+53	2+52	1+36
N944A	119+07	105+18	0+55	0+32
N198X	98+36	89+29	2+30	1+48
N153L	121+23	110+10	5+33	4+21
N12450	5+55	5+33		
N748N	46+41	43+08	1+33	1+05
N152L	102+08	85+00	9+49	8+52
N184L	129+00	105+51	3+22	2+37
N185K	48+59	39+46	1+16	0+50
N192X	29+13	24+05		
N194X	108+48	93+02	4+45	3+33
N393R	40+13	36+17		
N1303X	99+47	99+47	3+20	3+20
N1304X	154+32	154+32	3+30	3+30
N1305X	23+34	23+34	0+30	0+30
N1306X	132+24	132+24	6+35	6+35
N1307X	95+21	95+21	11+23	11+23

N8514P	87+05	87+05	2+15	2+15
N8535P	138+09	138+09	1+00	1+00
Sub total	4012+12	3522+47	138+29	118+45

2. Contract 7002 -

N544Y	10+25	8+20
B851	3+40	2+33
N9516Z	5+38	4+59
N6154U	63+39	53+47
N9956Z	5+42	4+52
N77708	44+33	37+37
N3674Q	44+53	39+20
N91295	16+58	14+34
N3728Q	3+29	3+03
N7695C	29+57	25+01
N180K	24+24	21+20
N285L	17+22	15+45
N391R	25+19	22+02
N394R	29+56	26+32
N9444	6+15	5+27
N198X	23+00	20+08
N153L	1+59	1+32
N12450	61+30	53+54
N748N	96+06	88+17
N152L	2+30	2+15
N184L	46+05	37+01
N185X	77+17	70+31
N192X	53+29	75+15
N194X	2+52	2+39
N393R	62+45	57+21
N1303X	24+15	24+15
N1304X	12+38	12+38
N1305X	61+36	61+36
N1306X	3+45	3+45
N1307X	3+03	3+03
N8514P	28+03	28+03
N8535P	33+26	33+26
Sub total	926+49	860+51

3. Contract 7003 -

B928	37+19	32+17
B910	49+54	42+41
6147	3+47	2+19
8084	2+54	2+17
N539Y	37+20	32+47
N544Y	14+44	11+39
B851	16+07	12+52

N95182	0+56	0+42
N6154U	1+47	1+11
N99562	1+32	1+24
N3674G	2+51	1+51
N3728G	1+05	0+40
N7695C	0+59	0+40
N180K	2+12	1+47
N285L	7+52	6+17
N391R	2+09	1+31
N394R	6+50	5+01
N9444	5+55	5+08
N198X	5+04	4+28
N153L	7+01	6+16
N748H	2+50	2+37
N152L	6+08	4+39
N184L	3+19	2+18
N185K	10+01	6+39
N192X	1+09	0+50
N194X	1+28	0+57
N1303X		
N1304I	13+21	13+21
N1307X	10+18	10+18
N8514P	29+12	29+12
N8535P	52+51	52+51

Sub total	286+04	244+39
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4. Contract 0030 -

N9577Z	88+24	75+11
N192X	0+52	0+33
N152L	6+08	5+30

Sub total	95+24	81+14
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5. Contract 0069 -

N9664C	97+36	83+08
N91295	5+26	4+32
N6154U	1+52	1+43
N152L	8+39	7+52
N185K	3+15	2+58
N184L	3+51	3+15

Sub total	120+39	103+28
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TOTAL REVENUE BLOCK TIME	5441+08
TOTAL REVENUE FLIGHT TIME	4812+59
TOTAL NON-REVENUE BLOCK TIME	138+29
TOTAL NON-REVENUE FLIGHT TIME	118+45

GRAND TOTAL BLOCK TIME 5579 + 37  
GRAND TOTAL FLIGHT TIME 4931 + 44

FLIGHT TIME BY TYPE OF AIRCRAFT

<u>Type of A/C</u>	<u>Revenue</u>		<u>Non-Revenue</u>	
	<u>Block Time</u>	<u>Flight Time</u>	<u>Block Time</u>	<u>Flight Time</u>
C-46	710+39	595+55	12+03	10+12
Bailed C-47	349+27	288+55	13+52	11+45
C-47	83+25	67+46	26+16	18+48
DHC-6	431+08	359+20	14+04	11+19
VIB	1095+39	936+19	17+06	12+54
Porter	1820+15	1614+11	32+35	25+14
204-B	950+29	950+29	28+33	28+33
<hr/>				
TOTAL	5441+08	4812+59	138+29	118+45

L. G. Parrish  
SGM/SGN

cc: EM/SGN  
MFL/SGN  
TM/SGN  
File.

LIGHT

INFORMATION

ENTER

- S A I G O N -

MONTHLY ACTIVITY REPORT

01-30 JUNE 1970

PART I

- Ground Fire Incidents -

Date	A/C No., Type & Contract	Place	Description
02 Jun:	B912 C-46 7001	XS 8899	Capt. STALLMAN was on final at Tan-Son-Nhut when he heard one round pass near the starboard side of the a/c. Both pilot and co-pilot believed the a/c had sustained a hit, but no trace of the round or hole could be located. PIC continued his approach and landed safely. No personnel injury or a/c damage involved.
12 Jun:	B829 C-47 7001	XS 3727	A/c was at 1000 ft altitude (just below overcast) when pilot heard one round of groundfire. Pilot immediately ascended into overcast and shortly thereafter another shot was heard. No personnel injury or a/c damage involved.
12 Jun:	N1303X 204-B 7001	ZC 1551	While a/c was loading paxs at chopper pad, one round of 82mm mortar fire impacted approximately 30 yards from a/c. A/c immediately took off and returned to V206. No personnel injury or a/c damage involved.
13 Jun:	N91295 VTB 7002	AQ 868020	Capt. SHINE was on the approach to Ban-Me-Thuot East when one small caliber round of groundfire hit the right tire of the a/c. The tire did not deflate and Capt. SHINE landed safely. A/c returned to Nha-Trang where the tire was replaced.

**ART II**

**- Country Situation -**

Air America's activity reports for South Vietnam are indicative of the low level of activity reported throughout the country this month. Danang, Bien Hoa, and Binh Thuy airfields received light indirect fire attacks sustaining minor damage. Saigon's activity was confined to two reported terrorists incidents and a continuation of student demonstrations. Allied operations in Cambodia diverted VC/NVA attention towards reestablishment of a seriously impaired logistic network outside of RVN. ARVN may soon have the opportunity to demonstrate the valuable experience and confidence gained in Cambodia in meeting an enemy "High Point" expected here earlier but delayed by Allied successes in Cambodia.

*R. N. Begien III*  
**Reported by: R.N. Begien III**  
**OPSP/SGN**

**Saigon 10th July 1970**

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